

PLANNING DIVISION REPORT
DEPARTMENT OF PLANNING AND COMMUNITY
AND ECONOMIC DEVELOPMENT
Of May 28, 2008

RE: I.D. # 10225; Zoning Map Amendment ID 3356-3361, Rezoning 702 South Point Road from Temp. A to R2T, R2Y, R2Z, R5, Conservancy and PUD-GDP; I.D. #10659, Approval of the Preliminary Plat of 1000 Oaks and I.D. #10660, Approval of the Final Plat of 1000 Oaks

1. Requested Actions: Approval of a request to rezone approximately 124.7 acres located at the northwest corner of Valley View and South Point roads from Temp. A (Agriculture District) to R2T, R2Y, R2Z (Single-Family Residence Districts), R5 (General Residence District), C (Conservancy District) and Planned Unit Development, General Development Plan (PUD-GDP); approval of a preliminary plat proposing 274 single-family lots, 9 two-family lots, 1 lot for townhouse development, 3 lots for future multi-family development and various outlots for public and private open space and stormwater management, and; approval of a final plat creating the 3 lots for future multi-family development and 1 outlot for stormwater management.
2. Applicable Regulations: Section 28.12 (9) provides the process for zoning map amendments; Section 28.07 (6) of the Zoning Ordinance provides the requirements and framework for Planned Unit Developments. Section 28.04 (22) provides the guidelines and regulations for the approval of demolition permits. The subdivision process is outlined in Section 16.23 (5)(b) of the Subdivision Regulations.
3. Report Prepared By: Timothy M. Parks, Planner.

GENERAL INFORMATION

1. Applicants & Property Owners: Don Esposito, 1000 Oaks Land, LLC/ Veridian Homes; 6801 South Towne Drive; Madison and Pellett Development, LLC; 702 South Point Road; Madison.

Agents: Brian Munson & Chris Landerud, Vandewalle & Associates; 120 E. Lakeside Street; Madison.

Surveyor: Wayne Barsness, D'Onofrio Kottke & Associates; 7530 Westward Way; Madison.

2. Development Schedule: The applicants are seeking re-approval of a project first approved in December 2005. A timeline for when implementation of the subdivision would occur has not been determined. Implementation of the 1000 Oaks neighborhood is expected to occur in approximately 9 phases over 8-12 years.

ID #10225, 10659 & 10660:
1000 Oaks Subdivision
702 South Point Road
May 28, 2008
Page 2

3. Location: Approximately 124.7 acres located at the northwest corner of Valley View and South Point roads, Aldermanic District 9; Madison Metropolitan School District.
4. Existing Conditions: The subject site is largely undeveloped with the exception of a single-family residence located near the center of the property, which is zoned Temp. A (Agriculture District).
5. Proposed Land Use: 274 single-family lots, zoned R2T, R2Y & R2Z (Single-Family Residence Districts), 9 two-family lots and 1 lot for townhouse development, zoned PUD-GDP, 3 lots for future multi-family development in R5 (General Residence District) zoning and various outlots for public and private open space and stormwater management, 18 of which will be zoned C (Conservancy District).
6. Surrounding Land Use and Zoning:
North: City of Madison public works facility, zoned SM (Specific Manufacturing District);
South: Undeveloped lands and US Forest Products Lab lands in the Town of Middleton;
W&E: Undeveloped lands in the Town of Middleton.
7. Adopted Land Use Plan: The Pioneer Neighborhood Development Plan identifies most of the subject site for low-density residential uses, with the exception of areas of low- to medium-density and medium-density residential development located along the northern third of the site. The plan also identifies two areas through the center of the site for park, drainage and open space uses.
8. Environmental Corridor Status: The majority of the subject site is not located within a mapped environmental corridor with the exception of a drainage corridor, which generally extends through the center of the property. An area of woodlands are also identified on the corridor map.
9. Public Utilities & Services: The proposed development will eventually be served by a full range of urban services.

ID #10225, 10659 & 10660:
1000 Oaks Subdivision
702 South Point Road
May 28, 2008
Page 3

STANDARDS FOR REVIEW

This application is subject to the standards for planned unit developments, zoning map amendments, preliminary plats and final plats.

PREVIOUS APPROVALS

On December 13, 2005, the Common Council conditionally approved a request to rezone the subject 124.7 acres from Temp. A (Agriculture District) to R2T, R2Y, R2Z (Single-Family Residence Districts), R5 (General Residence District), C (Conservancy District) and Planned Unit Development, General Development Plan (PUD-GDP) and approved a preliminary plat with 274 single-family lots, 9 two-family lots, 1 lot for townhouse development, 3 lots for future multi-family development and various outlots for public and private open space and stormwater management.

A final plat of the same was approved by the Common Council on June 6, 2006 but has not been recorded to date.

Prior to the approval of the final plat, a Certified Survey Map was approved that divided the 124.7-acre parcel into two lots. The land division was necessary to satisfy a contractual obligation regarding the sale of approximately 99 acres of the site from the Pellett family to Veridian and was conditioned by the City on no development approvals or building permits being issued for the two lots until the conditions of approval of the 1000 Oaks subdivision had been satisfied.

PLAT REVIEW

The applicants, 1000 Oaks Land/ Veridian Homes and Pellett Development, LLC, are seeking re-approval of zoning and preliminary plat approvals granted in December 2005 for their 124.7-acre combined ownership. The 1000 Oaks subdivision calls for 274 single-family lots in R2T, R2Y & R2Z (Single-Family Residence Districts) zoning, 9 two-family lots and 1 lot for townhouse development in PUD-GDP zoning and 3 lots for future multi-family development in R5 (General Residence District) zoning to be developed on the overall property. The subdivision also includes 23 outlots for public and private open space, landscaping and stormwater management.

In consultation with the City Attorney's Office, Planning Division staff has determined that the December 2005 approval of the rezoning of the site from Temp. A to the various residential and conservancy districts noted above and the preliminary plat were not consummated by satisfaction of the conditions of approval and the recording of a final plat within 24 months as required in the

11-13

ID #10225, 10659 & 10660:
1000 Oaks Subdivision
702 South Point Road
May 28, 2008
Page 4

City's Subdivision Regulations and in Wisconsin Statutes Chapter 236. As a result, the zoning and subdivision entitlements previously granted are null and void, requiring that new zoning and subdivision approvals be granted to the project. Although the 24-month requirement only applies to the subdivision, the zoning of the property was approved subject to approval of the plat and its conditions. Staff also believes that the zoning approval is nullified because the property would not have been zoned in the fashion it was without the subdivision plat to call for the particular lot design provisions provided in those zoning districts.

The preliminary plat submitted for approval with the current applications is largely unchanged from the preliminary plat approved in 2005. The 124.7-acre site is generally characterized by a rolling terrain that includes two drainage corridors that cross the northern third of the site and by a significant wooded slope that extends from west to east across the center of the property. The northern 18 acres of the site will be subdivided into three lots for future multi-family residential development in the R5 zoning district. South of these three lots and an outlot for stormwater management that follows one of the drainage corridors, Watts Road will be extended across the site as called for in the Pioneer Neighborhood Development Plan to serve as a minor east-west collector street through the plan area. South of Watts Road and north of the wooded hill at the center of the site, the subdivision will predominantly be developed with a combination of alley-loaded single-family homes in the R2Y and R2Z zoning districts and conventional front-loaded single-family homes in the R2T zoning district. Two duplex lots and one multi-family lot for up to 12 townhouse units will also be located in this portion of the subdivision along the South Point Road frontage. A 0.8-acre lot for the existing residence, which abuts the wooded slope, will also be platted in this portion of the development.

South of the wooded area, which will be preserved and dedicated to the City for public parkland, the preliminary plat predominantly calls for additional R2T-zoned single-family lots, including a number of larger lots located near the southern edge of the wooded area. Seven duplex lots to be zoned PUD-GDP will be interspersed within this R2T single-family lots area.

In addition to the outlot to be dedicated to the City for parkland through the center of the project, three outlots will also be dedicated to the City for stormwater management along the western side of the development. A series of outlots will also be dedicated along and north of extended Watts Road that will encompass the drainage corridors that cross the site. The preliminary plat also proposes three private outlots to be maintained as open space buffers in the rear yards of the lots that will back onto South Point Road and Valley View Road.

The deviations from the previous preliminary plat for 1000 Oaks and the proposed preliminary plat include the elimination of a street connection from the project to the undeveloped property to the west and a change in implementation phasing. Regarding the street connection, the 2005

ID #10225, 10659 & 10660:

1000 Oaks Subdivision

702 South Point Road

May 28, 2008

Page 5

preliminary plat showed a total of four streets extending from the subject development to serve future residential development to the west. The current proposed plat eliminates the second most northerly of the four connections, which was depicted as a residential street with no lots fronting it in the middle of an otherwise long single-family residential block. In terms of the implementation of the subdivision, the applicants propose to reduce the overall number of phases from 12, including the multi-family components along the northern edge of the development, to 9 phases excluding the northernmost multi-family parcels and specific to the mostly single-family components elsewhere on the subject site. The new phasing plan continues to call for development to occur first along South Point Road, though implementation will begin south of the central greenspace instead of to the north as previously envisioned.

Inclusionary Zoning

Another more significant deviation from the prior approved preliminary plat regards the project's conformance to the Inclusionary Zoning provisions of the Zoning Ordinance. The applicants have submitted a new Inclusionary Dwelling Unit Plan (IDUP) that calls for the subdivision to comply with the most current provisions of the ordinance as well as to become exempt from providing affordable rental units following the August 2006 State Court of Appeals decision voiding the rental component of the Inclusionary Zoning Ordinance.

The IDUP submitted with the current preliminary plat calls for 46 (15.1%) of the 304 total units included in the 1000 Oaks development (not including future multi-family development on the R5-zoned parcels north of extended Watts Road) to be affordable under the provisions of the Inclusionary Zoning ordinance.

The applicants have provided two inclusionary dwelling unit dispersion scenarios with the new preliminary plat application. Under the first scenario, identified as "Standard Distribution" the 46 affordable units will include 41 single-family units, 3 townhouse units and 2 two-family units. Under this scenario, affordable units are generally distributed throughout the development, with multiple units to be provided in each phase.

The second dispersion scenario, referred to as the "Shift Distribution," calls for the applicants to avail themselves of a revenue offset provision created with the July 2006 amendments to the Inclusionary Zoning ordinance, which allows for up to 75% of the required single-family inclusionary dwelling units to be provided in two-family or multi-family dwellings with no more than eight units. These units are required to be dispersed among or immediately adjacent to single-family dwelling units. Of the 46 affordable units proposed under this scenario, 26 will be single-family units, 18 will be two-family units and 2 will be townhouse units. All 9 of the PUD-zoned duplexes in this scenario are reserved for dual inclusionary dwelling units, with 7 of those

ID #10225, 10659 & 10660:
1000 Oaks Subdivision
702 South Point Road
May 28, 2008
Page 6

9 duplexes located in the southern portion of the plat. As required by the Zoning Ordinance, the 9 duplexes are generally interspersed or adjacent to single-family dwelling units within the project.

Under both scenarios, 30 of the units will be provided at 80% of Area Median Income (AMI), with the remaining 16 to be provided at 70% AMI. Similarly, 30 of the affordable units will contain four bedrooms, with the other 16 containing three bedrooms.

In addition to the request to shift units into two-family units in this case, the applicants are also seeking a park development fee reduction. The Parks Division indicates in its attached report that portions of the 1000 Oaks subdivision may be eligible for a park development fee reduction.

The area north of extended Watts Road was excluded from the IDUP submitted with the current preliminary plat application. The applicants indicate that up to 390 multi-family units may be developed in the future on the three lots to be zoned R5, which total approximately 17 acres of land.

The applicants have not requested a density bonus for their project. The Pioneer Neighborhood Development Plan recommends that most of the site be developed with low-density residential uses up to 8 units an acre with the exception of the area north of extended Watts Road, which is identified for medium-density residential development at 16-25 units an acre and an area between Watts Road and the east-west drainage corridor, which is recommended for development at 8-15 units an acre. The Zoning Ordinance requires that a density bonus be determined for low- to medium-density and medium-density developments based on the midpoint of the density range recommended in the neighborhood plan. The density bonus for areas in neighborhood development plans for low-density residential development is determined at 75% of the density in the range, or 6 units an acre in the case of the Pioneer NDP.

Staff has determined that the area occupied by Lots 51-76 and Lots 117-119 is roughly the area recommended for low- to medium-density development. These 29 units occupy approximately 3.11 acres of land for a density of 9.33 units an acre, which is below the 12.5-unit an acre midpoint and therefore not receiving a bonus. The density of the 275-unit portion of the project south of Watts Road (including all 18 duplex units and 12 townhouse units) and less the aforementioned 29 units is approximately 7 units an acre based on 39.36 net acres. This equals a density bonus of 1 unit an acre above the 6-unit an acre bonus threshold. Finally, the maximum density of the 390 units on the three R5-zoned lots north of Watts Road will be 22.94 units an acre. The maximum density proposed is 2.44 per acre units greater than the midpoint of the density range (20.5 units an acre) recommended in the Pioneer NDP for this portion of the subdivision. Therefore, the development will be receiving a density bonus of 39 units for the area south of Watts Road and 41 units for the area to the north. However, the density of the 1000

11-13

ID #10225, 10659 & 10660:

1000 Oaks Subdivision

702 South Point Road

May 28, 2008

Page 7

Oaks subdivision is unchanged from the subdivision approvals previously granted the subject 124.7 acres.

To date, the applicants have not provided the data required by the Community Development Block Grant Office to review the revenue offsets requested. As a result, approval of the Inclusionary Dwelling Unit Plan may not be granted at this time. Instead, approval of the IDUP will become a condition of approval to be met prior to the final approval and recording of the first final plat of the 1000 Oaks subdivision.

The applicants do not indicate whether any of these 390 potential multi-family units will be developed as owner-occupied units. As a result, the Planning Division recommends that a Land Use Restriction Agreement be recorded with the three R5 multi-family lots that will require that any future owner-occupied housing on those lots comply with Inclusionary Zoning at the time of development. Because the zoning and subdivision are being approved as new following the Court of Appeals decision regarding rental inclusionary dwelling units, future development of rental units on these three lots will be exempt.

EVALUATION & CONCLUSION

The Planning Division previously found that the proposed zoning, development layout and mix of residential uses in the 1000 Oaks subdivision to be appropriate and in conformance with the recommendations for the subject 124.7 acres in the Pioneer Neighborhood Development Plan when the project was approved in 2005. Planning Division staff continues to believe that the proposed subdivision is appropriate and recommends that the Plan Commission and Common Council approve the applicants' zoning map amendment, preliminary plat and four-parcel final plat subject to the conditions contained in the following section.

The proposed zoning map amendment and preliminary plat were referred to the Long Range Transportation Planning Commission for review at the request of Ald. Robbie Webber (5th Dist.). The LRTPC reviewed the development on May 15, 2008 and recommended that a condition of approval be added to the rezoning and preliminary plat approval that requires that an all-weather, north-south bicycle/ pedestrian path connection be constructed, at some location between the center and the east side of the park. The LRTPC further recommended that all red dashed lines located on the 1000 Oaks Neighborhood Master Plan map be considered as all-weather bicycle/ pedestrian paths, unless deemed inappropriate by a City Staff team consisting of City Engineering, Parks Division and Traffic Engineering staff (see attached minutes).

The Urban Design Commission reviewed the general development plan on November 2, 2005 and recommended final approval as part of the original applications. Staff did not believe that it

11-13

ID #10225, 10659 & 10660:
1000 Oaks Subdivision
702 South Point Road
May 28, 2008
Page 8

was necessary to send essentially the same planned unit development application back to the UDC for re-approval with the current applications.

RECOMMENDATIONS

The Planning Division recommends that the Plan Commission forward:

- Zoning Map Amendment ID 3356-3361, rezoning 702 South Point Road from Temp. A (Agriculture District) to R2T, R2Y, R2Z (Single-Family Residence Districts), R5 (General Residence District), C (Conservancy District) and Planned Unit Development, General Development Plan (PUD-GDP), and;
- Approval of a preliminary plat proposing 274 single-family lots, 9 two-family lots, 1 lot for townhouse development, 3 lots for future multi-family development and various outlots for public and private open space and stormwater management, and;
- Approval of a final plat creating the 3 lots for future multi-family development and 1 outlot for stormwater management;

to the Common Council with recommendations of **approval**, all subject to input at the public hearing and the following conditions:

1. Comments from reviewing agencies.
2. The final plat shall include a landscape screening buffer area along the northerly property line adjacent to the Silicon Prairie plat. Details of the landscaping will be required when specific development/building proposals are submitted for review.
3. That the plat be revised to provide a public pedestrian-bicycle path from the future City parkland to the northern edge of the plat through Outlots 1 and 14, as called for in the Pioneer Neighborhood Development Plan.
4. A note shall be provided on the final plat and a Land Use Restriction Agreement recorded indicating that an Inclusionary Dwelling Unit Plan will be required for any owner-occupied development of the R5-zoned parcels at the time that development plans are submitted for these three lots. The Land Use Restriction Agreement will be executed for recording prior to the recording of the final plat.

11-13

ID #10225, 10659 & 10660:

1000 Oaks Subdivision

702 South Point Road

May 28, 2008

Page 9

5. That the applicant submit to the Planning Division two copies of the private subdivision covenants, conditions and restrictions that govern the organizational structure, use, maintenance and continued protection of the development and any common services, open areas or other facilities to serve the proposed subdivision. Planning staff and the City Attorney's Office shall approve these documents prior to approval of any final plat containing such private common elements.
6. All final plats that include lands dedicated to the public for stormwater management and/or sanitary sewer purposes shall also have an added designation for "local paths, trails, and crossings."
7. Sidewalks shall be provided on both sides of all public streets within the 1000 Oaks development unless otherwise approved by the Plan Commission.
8. That the Plan Commission approve a final inclusionary dwelling unit plan and gap analysis for the 1000 Oaks subdivision and that all conditions related thereto be satisfied per Community Development Block Grant Office and Planning Division approval prior to final approval for recording of the first final plat.
9. That the approval of these zoning map amendments and the preliminary plat of 1000 Oaks be null and void unless a final plat of all or a portion of the 1000 Oaks subdivision is recorded within 24 months of the date of Common Council approval of the rezonings and preliminary plat approvals.
10. As recommended by the Long Range Transportation Planning Commission, that an all-weather, north-south bicycle/ pedestrian path connection be constructed, at some location between the center and the east side of the park. The LRTPC further recommended that all red dashed lines located on the 1000 Oaks Neighborhood Master Plan map be considered as all-weather bicycle/ pedestrian paths, unless deemed inappropriate by a City Staff team consisting of City Engineering, Parks Division and Traffic Engineering staff.



Department of Public Works City Engineering Division

608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
608 264 9275 FAX
1 866 704 2315 Textnet

Deputy City Engineer
Robert F. Phillips, P.E.

Principal Engineers
Michael R. Dalle, P.E.
Christina M. Bachmann, P.E.
John S. Fahney, P.E.
Gregory T. Fries, P.E.

Facilities & Sustainability
Jeanne E. Hoffman, Manager
James C. Whitney, A.I.A.

Operations Manager
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

GIS Manager
David A. Davis, R.L.S.

Financial Officer
Steven B. Danner-Rivers

DATE: May 19, 2008

TO: Plan Commission

FROM: Larry D. Nelson, P.E., City Engineer

SUBJECT: 1000 Oaks Plat

The City Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The Developer shall be responsible for a portion of the cost of the improvements to Valley View Road and South Point Road adjacent to the plat as required by the City Engineer. Generally, the developers share will include 14-feet of the pavement plus curb and gutter, topsoil and seed, prorated share of storm sewer, prorate share of street lighting, and a portion of the cost of the pedestrian islands at intersections. The work may be done by the Developer or by the City as determined by the City Engineer after consultation with the Developer.
2. The layout of this plat has created excessive street frontage on public lands dedicated for stormwater management purposes. In addition, due to the small lot size, the open space dedicated to the public for stormwater purposes will be utilized by the neighborhood as open space. The City shall limit participation to 200 linear feet for Outlots 2, 5, 8, 12 (each).
3. The City of Madison will remove snow from the alleys. Refuse collection will be on the public street. If collection from the alley is desired, the collection shall be private.
4. It is anticipated that the improvements on Sage Brush Drive and Tawney Acorn Drive required to facilitate ingress and egress to the plat/csm will require additional right-of-way and/or sloping easements as required by the City at the developer's expense. In the event that the developer is unable to acquire the right-of-way and/or sloping easements required, the City shall assist the developer in acquiring the property and the developer shall pay the City for all costs with the acquisition.
5. This plat is subject to the Lower Badger Mill Impact Fee District for both stormwater management and sanitary sewer. A waiver of assessments will be required to be signed prior to plat sign-off.
6. There is a sanitary sewer capacity issue with this development. In 2008, there is a MMSD Sewer Interceptor scheduled to relieve this sanitary restriction (South Point Lift Station). The development will be required to generate a maximum of 0.14 (65 gpm) until the interceptor is in place (Lower Badger Mill Sewer Interceptor).

11-13

7. All proposed street names shall be approved by Engineering Mapping. Coordinate with Lori Zenchenko (izenchenko@cityofmadison.com).

8. Sage Brush cannot be used as that street name already exists elsewhere in the City of Madison. Neither Hallmark, Bayfield Apple Way and Sassafrass are acceptable street names.

9. All "path" suffixes shall be changed to "alley" and require base names.

10. All outlots shall be clearly identified as public or private. All public outlots shall clearly be dedicated to the public for the exclusive intended use.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

Engineering Division Review of Plats (Pre-Preliminary, Preliminary, Final) and Certified Survey Maps

Name: 1000 Oaks Plat

General

1.1 The Developer shall enter into a City / Developer agreement for the installation of public improvements required to serve this plat/csm. The developer shall be required to provide deposits to cover City labor and materials and surety to cover the cost of construction. The developer shall meet with the City Engineer to schedule preparation of the plans and the agreement. The City Engineer will not sign off on this plat/csm without the agreement executed by the developer.

1.2 Two weeks prior to recording the final plat, a soil boring report prepared by a Professional Engineer, shall be submitted to the City Engineering Division indicating a ground water table and rock conditions in the area. If the report indicates a ground water table or rock condition less than 9' below proposed street grades, a restriction shall be added to the final plat, as determined necessary by the City Engineer.

1.3 The Developer is required to pay Impact Fees for the this development. Impact Fee District for Lot(s) of the Plat/CSM. The current rate is \$ /1000SF for a total of \$. The Developer shall select one of the following two options for payment of these fees:

- 1) Impact Fees shall be paid in full prior to Engineering sign-off of the plat/csm.
- 2) The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off;
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a CADD file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision..
 - b) All information shall transmitted to Janet Dailey by e-mail at Jdailey@cityofmadison.com, or on a CD to:

Janet Dailey
 City of Madison Engineering Division
 210 Martin Luther King Jr. Blvd
 Room 115
 Madison, WI 53703

c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.

The Developer shall put the following note on the face of the plat:

ALL THE LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT(S).

Right of Way / Easements

2.1 The Applicant shall Dedicate a _____ foot wide strip of Right of Way along _____.

2.2 The Applicant shall Dedicate a Permanent Limited Easement for grading and sloping _____ feet wide along _____.

- 2.3 It is anticipated that the improvements on [roadway name] _____ required to facilitate ingress and egress to the plat/csm will require additional right of way and/or grading easements located outside the plat/csm boundary. The developer shall acquire the right of way and/or sloping easements as required by the City at the developer's expense. In the event that the developer is unable to acquire the right of way and/or sloping easements required, the City shall assist the developer in acquiring the property and the developer shall pay the City for all costs associated with the acquisition.
- 2.4 The Developer shall petition for the street vacation of (roadway name) _____ and provide a legal description and sketch of the right of way to be vacated after consultation with the City Engineer.

Are the following requirements met?

- * Streets Intersect at right angles.
- * A 15 foot minimum tangent at intersections from PC of curve to property line.
- * Arterial intersection spacing generally greater than 1200 feet.
- * Jogs are avoided at intersections. Arterial streets shall be adjusted to align if spacing less than 300 feet.
- * Spacing of intersections on local streets shall be greater than 300 feet.
- * Cul-de-sacs shall be less than 1000 feet long.
- * 100 foot tangents between curves.

- 2.5 _____
- 2.6 Property lines at intersections shall be rounded with a 15 foot radius on _____
- 2.7 Property lines at intersections shall be rounded with a 25 foot radius on _____
- 2.8 The right of way width on _____ shall be _____ feet, on _____ shall be _____ feet and on _____ shall be _____ feet.
- 2.9 _____ shall have a minimum centerline radius of _____ feet and _____ shall have a minimum centerline radius of _____ feet and _____ shall have a minimum centerline radius of _____ feet.
- 2.10 The cul-de-sac on _____ shall have a minimum radius of _____ feet with a minimum reverse curve radius of _____ feet.
- 2.11 The plat/csm shall show a temporary limited easement for a temporary cul-de-sac on _____ having a radius of _____ feet and a reverse curve radius of _____ feet. The easement(s) shall expire when the streets are extended.
- 2.12 The developer shall show on the plat/csm a 40 foot utility easement adjacent to [roadway name] _____. The easement wording shall be approved by the City Engineer. The intent of the easement is to allow for the relocation of a major transmission line. The actual poles would remain on the right of way however major transmission lines require an easement beyond the space occupied by the poles for safety.
- 2.13 The City Engineer has reviewed the need for pedestrian and bicycle connections through the development and finds that no connections are required.
- 2.14 The Developer shall Dedicate a Permanent Limited Easement for a pedestrian / bicycle easement _____ feet wide from _____ to _____.
- 2.15 The Developer shall provide a private easement for public pedestrian and bicycle use through the property running from _____ to _____. The developer shall be responsible for the ongoing construction and maintenance of a path within the easement. The maintenance responsibilities shall include, but not be limited to, paving, repaving, repairing, marking and plowing. The developer shall work with the City of Madison Real Estate Staff to administer this easement. Applicable fees shall apply.
- 2.16 Public Sanitary Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:
 - a. The property owner reserves the right to use and occupy the Public Sanitary Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sanitary sewer facilities.
 - b. No above-ground improvements shall be located in the Public Sanitary Sewer Easement Area(s) by the City or the property owner.

owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public sanitary sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)

- c. Plantings and landscaping within the Public Sanitary Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Sanitary Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.
- e. The Public Sanitary Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

2.17 The Public Sidewalk Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:

- a. The property owner reserves the right to use and occupy the Public Sidewalk Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public sidewalk improvements.
- b. No above-ground improvements will be allowed in the Public Sidewalk Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Sidewalk Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Sidewalk Easement Area(s) without the prior written approval of the City's Engineering Division.
- e. The Public Sidewalk Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

2.18 The Public Storm Sewer Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:

- a. The property owner reserves the right to use and occupy the Public Storm Sewer Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public storm sewer facilities.
- b. No above-ground improvements shall be located in the Public Storm Sewer Easement Area(s) by the City or the property owner, with the exception that grates, sewer access structure (SAS) covers, and other access points to the public storm sewer facilities shall be permitted at grade level. (Optional: and with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Storm Sewer Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Storm Sewer Easement Area(s) without the prior written approval of the City's Engineering Division.

The Public Storm Sewer Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

2.19 The Public Water Main Easement(s) dedicated to the City of Madison ("City") on the face of this Certified Survey Map or Subdivision Plat is/are subject to the following conditions:

- a. The property owner reserves the right to use and occupy the Public Water Main Easement Area(s) in a manner consistent with the rights herein conveyed, provided that such use and occupancy shall not interfere with or disturb the installation, operation, maintenance, repair, replacement and/or modification of the public water main facilities.
- b. No above-ground improvements will be allowed in the Public Water Main Easement Area(s) by the property owner. (Optional: with the exception that pavement and/or concrete for driveway purposes shall be permitted.)
- c. Plantings and landscaping within the Public Water Main Easement Area(s) shall not obstruct routine maintenance by the City. In the event of repair or reconstruction, plantings and landscaping may be removed by the City without replacement or compensation to the property owner.
- d. The property owner shall not change the grade of the Public Water Main Easement Area(s) without the prior written approval of the City's Engineering Division.
- e. The Public Water Main Easement(s) may not be amended, modified, terminated, or released without the written consent of all the parties hereto, or their respective successors-in-interest.

Streets and Sidewalks

- 3.1 The Developer shall construct Madison Standard street improvements for all streets within the plat/csm.
- 3.2 The developer shall show a 30 40 (Strike one, 30 collector, 40 Arterial) foot building setback line on the plat/csm adjacent to [Roadway Name] _____ for all lots in the plat/csm adjacent to said roadway.
- Note: No buffer strip shall be dedicated to the City as the City does not want the maintenance.
- 3.3 Extensive grading may be required due to steep roadway grades.

- 3.4 The developer shall note that City funds for park frontage are limited and will be determined at the sole discretion of the City.
- 3.5 The developer shall construct sidewalk and record a waiver of their right to notice and hearings for the assessments for the improvement of [roadway] _____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and Section 4.09 of the MGO. Said sidewalk constructed in front of and waiver recorded to Lot(s) _____.
- 3.6 The Developer shall make the following improvement to [Roadway Name] _____. The Developer shall construct sidewalk and _____ feet of a future _____ foot roadway including curb and gutter on the _____ side of the roadway.
- 3.7 The Developer shall construct sidewalk to a plan approved by the City Engineer and complete ditching as required by the City Engineer along [Roadway Name] _____.
- 3.8 The Developer shall grade the right of way line to a grade established by the City Engineer and complete ditching along the roadway as specified by the City Engineer along [Roadway Name] _____.
- 3.9 **Value of sidewalk installation over \$5000.** The Applicant shall Construct Sidewalk to a plan approved by the City Engineer along South Point Road and Valley View Road. (Also require the City / Developer agreement line 1.1)
- 3.10 **Value of sidewalk installation under \$5000.** The Applicant shall install public sidewalk along _____. The Applicant shall obtain a Street Excavation Permit for the sidewalk work, which is available from the City Engineering Division. The applicant shall pay all fees associated with the permit including inspection fees. All work must be completed within six months or the succeeding June 1, whichever is later. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.11 The Applicant shall execute a waiver of their right to notice and hearings on the assessments for the installation of sidewalk along [roadway] ____ in accordance with Section 66.0703(7)(b) Wisconsin Statutes and section 4.09 of the MGO.
- 3.12 The Applicant shall grade the property line along _____ to a grade established by the City Engineer. The grading shall be suitable to allow the installation of sidewalk in the future without the need to grade beyond the property line. The Applicant shall obtain a Street Excavation permit prior to the City Engineer signing off on this development. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 3.13 Developer shall make improvements to [Roadway Name] _____ considered temporary to facilitate ingress and egress to the plat/csm until such time as the ultimate improvement of the roadway is undertaken by the city.
- 3.14 The Developer shall make improvements to South Point Road to facilitate ingress and egress to the plat/csm.

[Select one of the below comments for either of the above or leave general]

- The above improvement will consist of acceleration and deceleration tapers.
- The above improvement consists of rights turn lanes.
- The above improvement will consist of passing lanes.
- The above improvement will consist of median openings.
- Caution – The improvements indicated above may require right of way outside of the plat/csm. See comment 2.3 to require additional right of way for this purpose.*

- 3.15 The developer shall note the AASHTO design standards for intersection sight distance will be applied during the design of the streets within this plat/csm.
- 3.16 The developer shall confirm that adequate sight distance exists on _____ where public streets intersect. If adequate sight distance does not exist, the developer shall change the location of the street intersection or agree to make improvements to the roadways such that the sight distance is achieved or make other mitigating improvements as required by the City.
- 3.17 All proposed street names shall be approved by the City Engineer. Applicant shall contact Lori Zenchenko (608-266-5952) with street name requests.
- 3.18 Installation of "Private" street signage in accordance with 10.34 MGO is required.
- 3.19 Coordinate all necessary new interior addresses associated with this proposed development with City Engineering Program Specialist Lori Zenchenko Lzenchenko@cityofmadison.com or (608) 266-5952

Storm Water Management

- 4.1 An erosion control plan and land disturbing activity permit shall be submitted to the Engineering Division for review and approval prior to grading or any other construction activities. The Preconstruction Meeting for Public Improvements shall not be scheduled prior to

issuance of this permit. The applicant shall demonstrate compliance with Section 37.07 and 37.08 of the Madison General Ordinances regarding permissible soil loss rates. The erosion control plan shall include Universal Soil Loss Equation (USLE) computations for the construction period. Measures shall be implemented in order to maintain a soil loss rate below 7.5-tons per acre per year.

4.2 The following notes shall be included on the final plat:

- a. All lots within this plat are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the plat. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the plat. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.

NOTE: IN THE EVENT OF A CITY OF MADISON PLAN COMMISSION AND/OR COMMON COUNCIL APPROVED REDIVISION OF A PREVIOUSLY SUBDIVIDED PROPERTY, THE UNDERLYING PUBLIC EASEMENTS FOR DRAINAGE PURPOSES ARE RELEASED AND REPLACED BY THOSE REQUIRED AND CREATED BY THE CURRENT APPROVED SUBDIVISION.

- b. The intra-block drainage easements shall be graded with the construction of each principle structure in accordance with the approved storm water drainage plan on file with the City Engineer and the Zoning Administrator, as amended in accordance with the Madison General Ordinances.

Information to Surveyor's: In addition to notes such as this, WI State Plat Review now enforces the requirement that easements or other reference lines/areas be graphically shown, dimensioned and tied when they represent fixed locations. They will accept a "typical detail" when the easement or restriction can be effectively described and retraced from the typical detail.

4.3 Arrows shall be added to the certified survey map indicating the direction of drainage for each property line not fronting on a public street. In addition, the certified survey map shall include lot corner elevations, for all lot corners, to the nearest 0.25-foot. The following notes shall be added to the certified survey map.

- a. Arrows indicate the direction of surface drainage swale at individual property lines. Said drainage swale shall be graded with the construction of each principal structure and maintained by the lot owner unless modified with the approval of the City Engineer. Elevations given are for property corners at ground level and shall be maintained by the lot owner.
- b. All lots within this certified survey are subject to public easements for drainage purposes which shall be a minimum of 6-feet in width measured from the property line to the interior of each lot except that the easements shall be 12-feet in width on the perimeter of the certified survey. For purposes of two (2) or more lots combined for a single development site, or where two (2) or more lots have a shared driveway agreement, the public easement for drainage purposes shall be a minimum of six (6) feet in width and shall be measured only from the exterior property lines of the combined lots that create a single development site, or have a shared driveway agreement, except that the easement shall be twelve (12) feet in width along the perimeter of the certified survey. Easements shall not be required on property lines shared with greenways or public streets. No buildings, driveways, or retaining walls shall be placed in any easement for drainage purposes. Fences may be placed in the easement only if they do not impede the anticipated flow of water.

NOTE: IN THE EVENT OF A CITY OF MADISON PLAN COMMISSION AND/OR COMMON COUNCIL APPROVED REDIVISION OF A PREVIOUSLY SUBDIVIDED PROPERTY, THE UNDERLYING PUBLIC EASEMENTS FOR DRAINAGE PURPOSES ARE RELEASED AND REPLACED BY THOSE REQUIRED AND CREATED BY THE CURRENT APPROVED SUBDIVISION.

Information to Surveyor's: In addition to notes such as this, WI State Plat Review now enforces the requirement that easements or other reference lines/areas be graphically shown, dimensioned and tied when they represent fixed locations. They will accept a "typical detail" when the easement or restriction can be effectively described and retraced from the typical detail.

4.4 Prior to the issuance of building permits, the Developer shall submit a master stormwater drainage plan to the City Engineering Division for review and approval which shows lot corner elevations to the nearest 0.25-foot. For purposes of the plan, it shall be assumed that grading shall be done on a straight line grade between points unless other information is provided. The proposed slope between points shall always be greater than or equal to .0075 ft/ft. If a break in grade is required between lot corners a shot shall be taken at that break in grade to provide the Engineer with enough information to interpret the plan. The Developer shall also show proposed drainage arrows on the plan to indicate the proposed direction of drainage.

The master storm water drainage plan shall be submitted to City Engineering in digital format with elevations/grades/contours shown on the recorded plat map of the development. The digital record shall be provided using the state plane coordinate system – NAD 27.

The following note shall accompany the master storm water drainage plan:

- a. For purposes of this plan, it is assumed that grading shall be a straight line grade between points unless otherwise indicated. All slopes shall be 0.75% or steeper. Grade breaks between lot corners are shown by elevation or through the use of drainage arrows.

No building permits shall be issued prior to City Engineering's approval of this plan.

- 4.5 If the lots within this certified survey map are inter-dependent upon one another for storm water runoff conveyance, and/or a private drainage system exists for the entire site an agreement shall be provided for the rights and responsibilities of all lot owners. Said agreement shall be reviewed and placed on file by the City Engineer, referenced on the certified survey map and recorded at the Dane Co Register of Deeds.
- 4.6 The following note shall be added to the certified survey map. "All lots created by this certified survey map are individually responsible for compliance with Chapter 37 of the Madison General Ordinances in regard to storm water management at the time they develop."
- 4.7 This plat/csm could affect a flood plain, wetland or other sensitive areas. As such, it shall be reviewed by the Commission on the Environment. Contact Mike Dailey at 266-4058 for further details. The proposed plat/csm may be considered a major change to the environmental corridor and be subject to a public hearing and approval of the Dane County Regional Plan Commission.
- 4.8 A portion of this plat/csm may come under the jurisdiction of the US Army Corp of Engineers and Wisconsin Department of Natural Resources for wetland or flood plain issues or navigable waterway. A permit for those matters may be required prior to construction on any of the lots currently within the plat/csm. Contact the WDNR & USACOE for a jurisdictional determination.
- 4.9 Prior to recording the plat/csm, the applicant shall comply with Chapter 37 of the Madison General Ordinances regarding stormwater management. Specifically, this development is required to:
 - Detain the 2 & 10-year storm events.
 - Detain the 2, 10, & 100-year storm events.
 - Control 40% TSS (20 micron particle).
 - Control 80% TSS (5 micron particle).
 - Provide infiltration in accordance with NR-151.
 - Provide substantial thermal control.
 - Provide oil & grease control from the first 1/2" of runoff from parking areas.

Stormwater management plans shall be submitted and approved by City Engineering prior to signoff.

- 4.10 This site is greater than one (1) acre and the applicant is required by State Statute to obtain a Notice of Intent Permit (NOI) from the Wisconsin Department of Natural Resources. Contact Jim Bertolacini of the WDNR at 275-3201 to discuss this requirement. This permit application is available on line at <http://www.cityofmadison.com/engineering/permits.cfm>.
- 4.11 NR-151 of the Wisconsin Administrative Code will be effective on October 1, 2004. Future phases of this project shall comply with NR 151 in effect when work commences. Specifically, any phases not covered by a Notice of Intent (NOI) received from the WDNR under NR-216 prior to October 1, 2004 shall be responsible for compliance with all requirements of NR-151 Subchapter III. As most of the requirements of NR-151 are currently implemented in Chapter 37 of the Madison General Ordinances, the most significant additional requirement shall be that of infiltration.

NR-151 requires infiltration in accord with the following criteria. For the type of development, the site shall comply with one of the three (3) options provided below:

Residential developments shall infiltrate 90% of the predevelopment infiltration amount, 25% of the runoff from the 2-year post development storm or dedicate a maximum of 1% of the site area to active infiltration practices.

Commercial development shall infiltrate 60% of the predevelopment infiltration amount, 10% of the runoff from the 2-year post development storm or dedicate a maximum of 2% of the site area to active infiltration practices.

- 4.12 A minimum of two (2) working days prior to requesting City Engineering signoff on the plat/csm the applicant shall contact Janet Dailey (608-261-9688) to obtain the final stormwater utility charges that are due and payable prior to sub-division of the properties. The stormwater utility charges (as all utility charges) are due for the previous months of service. All charges shall be cleared prior to the land division (and subsequent obsolesces of the existing parcel).

Sanitary Sewer

- 5.1 All outstanding Madison Metropolitan Sewerage District (MMSD) and City of Madison sanitary sewer connection charges are due and payable prior to Engineering sign-off, unless otherwise collected with a Developer's / Subdivision Contract. Contact Janet Dailey (608-261-9688) to obtain the final MMSD billing a minimum of two (2) working days prior to requesting City Engineering signoff.
- 5.2 Each unit of a duplex building shall be served by a separate and independent sanitary sewer lateral.
- 5.3 This land division contains or is adjacent to facilities of MMSD. Prior to approval, applicant shall provide evidence that MMSD has reviewed and approved the proposed land division.

Mapping / Land Records

- 6.1 Wisconsin Administrative Code A-E 7.08 identifies when Public Land System (PLS) tie sheets must be filed with the Dane County Surveyor's office. The Developer's Surveyor and/or Applicant must submit copies of required tie sheets or condition reports for all

monuments, including center of sections of record, used in this survey, to Eric Pederson, City Engineering. If a new tie sheet is not required under A-E 7.08, Engineering requests a copy of the latest tie sheet on record with Dane County Surveyor's office. The Applicant shall identify monument types on all PLS corners included on the Plat or CSM. Note: Land tie to two PLS corners required.

6.2 In accordance with Section s. 236.18(8), Wisconsin Statutes, the Applicant shall reference City of Madison WCCS Dane Zone, 1997Coordinates on all PLS corners on the Plat or Certified Survey Map in areas where this control exists. The Surveyor shall identify any deviation from City Master Control with recorded and measured designations. City of Madison has established WCCS, Dane Zone Coordinates on all PLS corners within its corporate boundary. Visit the City of Madison Engineering Division web address http://gis.ci.madison.wi.us/Madison_PLSS/PLSS_TieSheets.html for current tie sheets and control data. If a surveyor encounters an area without a published WCCS Dane Zone 1997 value, contact Engineering Division for this information.

6.3. The Applicant shall submit to Eric Pederson, prior to Engineering sign-off of the subject plat, two (2) digital and one (1) hard copy of the final plat/CSM to the Mapping/GIS Section of the Engineering Division. The digital copies shall be submitted in both NAD27 & WIDOT County Coordinate System, Dane County Zone datums in either Auto CAD Version 2001 or older, MicroStation Version J or older or Universal DXF Formats and contain the minimum of the following, each on a separate layer name/level number:

- a. Right-of-Way lines (public and private)
- b. Lot lines
- c. Lot numbers
- d. Lot/Plat dimensions
- e. Street names
- f. Easement lines (i.e. street, sanitary, storm (including wetland & floodplain boundaries) water, pedestrian/bike/walkway, or any public and/or private interest easement except local service for Cable TV, gas, electric and fiber optics).

NOTE: This transmittal is a separate requirement than the required submittals to Engineering Streets Section for design purposes.

NOTE: New electronic final plat transmittals and notification of changes which occur to the final plat during the time the Engineering Division signs off and receives the digital copies of said plat and the recording thereof, are the responsibility of the Developer/Surveyor.

6.4 In accordance with Section s.236.34(1) (c) which says a CSM shall be prepared in accordance with s.236.20(2) (c) & (f), Wisconsin Statutes, the Applicant must show type, location and width of any and all easements. Clearly identify the difference between existing easements (cite Register of Deeds recording data) and easements which are being conveyed by the Plat/CSM. Identify the owner and/or benefiting interest of all easements.

6.5 Prior to Engineering final sign-off by main office for Certified Survey Maps (CSM), final CSM must be submitted to Engineering Division Surveyor / Land Records Coordinator for final technical review and approval. This submittal must occur a minimum of two working days prior to final Engineering Division sign-off. Electronic mail submittal of the FINAL CSM in PDF form is preferred. Transmit to epederson@cityofmadison.com

**CITY OF MADISON
INTERDEPARTMENTAL
CORRESPONDENCE**

Date: June 2, 2008

To: Plan Commission

From: Patrick Anderson, Assistant Zoning Administrator

Subject: 702 South Point Road, 1000 Oaks.

Present Zoning District: Ag

Proposed Use: 274 Single Family units, 420 Multi-family units, park and open space.

Proposed Zoning District: R2T, R2Y, R2Z, R5, Conservancy and PUD(GDP)

R-5		ZONING CRITERIA	
Bulk Requirements	Required	Proposed	
Lot Area	varies with on units and bedrooms.		
Lot width	50'	adequate	
Usable open space	160 sq. ft / eff. or bedroom.	TBD	
Front yard	20'	TBD	
Side yards	5' (1 story) 12' total 6' (1 story) 15' total 8' (1 story) 20' total	TBD	
Rear yard	30'		
Site Design	Required	Proposed	
Number parking stalls	Depends on # of units	TBD	

R2T			ZONING CRITERIA	
Bulk Requirements	Required	Proposed		
Lot Area	5,000 sq. ft.			
Lot width	44'			
Usable open space	800 sq. ft.			
Front yard	15' or 18' (dep. on gar. loc.)			
Side yards	5' each side			
Rear yard	20'			
Building height	2 stories/35'			
Site Design	Required	Proposed		
Number parking stalls	1			

Bulk Requirements	Required	Proposed
Lot Area	4,000 sq. ft.	
Lot width	40'	
Usable open space	500 sq. ft.	
Front yard	16' (6' encroach-see 28.08(16))	
Side yards	5' each side	
Rear yard	2' garage, 22' house	
Building height	2 stories/35'	
Site Design	Required	Proposed
Number parking stalls	1	

R2Z

ZONING CRITERIA

Bulk Requirements	Required	Proposed
Lot Area	3,500 sq. ft.	
Lot width	37'	
Usable open space	400 sq. ft.	
Front yard	16' (6' encroach see 28.08(17))	
Side yards	5' each side	
Rear yard	2' garage, 22' house	
Building height	2 stories/35'	
Site Design	Required	Proposed
Number parking stalls	1 per D.U.	

Other Critical Zoning Items	
Urban Design	Yes (PUD)
Historic District	No
Landmark building	No
Flood plain	No
Utility easements	not shown
Barrier free (ILHR 69)	Yes, Multi-family

With the above conditions, the proposed project **does** comply with all of the above requirements.

* Since this project is being rezoned to the **(PUD)** district, and there are no predetermined bulk requirements, we are reviewing it based on the criteria for the R2Y district.



City of Madison

City of Madison
Madison, WI 53703
www.cityofmadison.com

Meeting Minutes - Draft LONG RANGE TRANSPORTATION PLANNING COMMISSION

Thursday, May 15, 2008

5:00 PM

215 Martin Luther King, Jr. Blvd.
Room LL-110 (Madison Municipal Building)

1 CALL TO ORDER / ROLL CALL

LRTCP Chair Mark Shahan called the 5-15-08 meeting of the Long Range Transportation Planning Commission to order.

Present: 6 -

Mark N. Shahan; Paul E. Skidmore; Tim Gruber; Robbie Webber; Satya V. Rhodes Conway and Robert J. Schaefer

Absent: 1 -

Dave deFelice

Excused: 1 -

Kevin L. Hoag

2 APPROVAL OF MINUTES FROM APRIL 17, 2008 MEETING

The Minutes of the 4-17-08 LRTCP meeting were then unanimously approved, on a motion submitted by Bob Schaefer/Michael Basford.

A motion was made by Schaefer to Approve the Minutes. The motion passed by voice vote/other.

3 PUBLIC COMMENT

There were no members of the public wishing to speak in regard to future LRTCP agendas.

→ 4 10225

Creating Section 28.06(2)(a)3356. of the Madison General Ordinances rezoning property from Temp A Agriculture District to PUD(GDP) Planned Unit Development (General Development Plan) District, and creating Section 28.06(2)(a)3357. of the Madison General Ordinances rezoning property from Temp A Agriculture District to R5 General Residence District, and creating Section 28.06(2)(a)3358. of the Madison General Ordinances rezoning property from Temp A Agriculture District to R2T Single-Family Residence District, and creating Section 28.06(2)(a)3359. of the Madison General Ordinances rezoning property from Temp A Agriculture District to C Conservancy District, and creating Section 28.06(2)(a)3360. of the Madison General Ordinances rezoning property from Temp A Agriculture District to R2Y Single-Family Residence District, and creating Section 28.06(2)(a)3361. of the Madison General Ordinances rezoning property from Temp A Agriculture District to R2Z Single-Family Residence District. Proposed Use: 287-Lot Residential Neighborhood Development; 9th Aldermanic District: 702 South Point Road.

A motion was made by Rhodes Conway, seconded by Gruber, to Return to Lead with the Following Recommendation(s) to the PLAN COMMISSION. The motion passed by voice vote/other.

Ald. Satya Rhodes-Conway/Ald. Tim Gruber submitted a motion to recommend approval of File ID 10225.

Ald. Robbie Webber/Michael Basford submitted a motion to amend the recommended approval: "The LRTPC recommends that an all-weather, north-south bicycle/pedestrian path connection be constructed, at some location between the center and the east side of the park. The LRTPC further recommends that all red dashed lines located on the 1000 Oaks Neighborhood Master Plan map be considered as all-weather bicycle/pedestrian paths, unless deemed inappropriate by a City Staff team (collaboration of City Engineering, Parks Division and Traffic Engineering)."

The amendment to the main motion, as submitted by Ald. Robbie Webber/Michael Basford, passed 6-1 (with Ald. Tim Gruber voting "no"). The main motion to recommend approval of File ID 10225, as amended and submitted by Ald. Satya Rhodes-Conway/Ald. Tim Gruber, passed unanimously (7-0).

Brad Murphy (Planning Unit Director) said that the 1000 Oaks plat had been approved, as it is now, two years ago. He said that the approval expired and it recently came before the Common Council for re-approval, but it had been referred to LRTPC and Plan Commission.

Ald. Robbie Webber said that she wanted LRTPC to review the plat because it includes over 100 units of residential development, which will likely have significant transportation impacts. She said that this development is within an area that already has a stressed transportation system - the Pioneer Neighborhood.

Ald. Paul Skidmore said that he talked to the City Attorney and felt that the referral is not appropriate, as it had been approved exactly as it is two years ago. He said that pre-approved plats are not usually re-referred in this manner. Ald. Webber said that LRTPC did not review this plat two years ago and that it is important to review the transportation impacts of a large development plat like this.

Don Esposito (Veridian Homes) said that the State Statutes require that approval be re-submitted after two years. He said the only reason that this development has not moved forward as originally approved is that the housing market has changed.

Brian Munson (Vandewalle and Associates) summarized some of the key attributes of the plat. He said that the plat includes good street connectivity and denser development than the Pioneer Neighborhood Development Plan (NDP) recommends. He said that the plat includes a mix of 694 single-family and multi-family units. He also added that the inclusionary zoning plan has been updated since the previous approval.

Ald. Robbie Webber said that a transit phasing plan was to be completed for Phase A development (which includes this plat) and that there should be better north-south street connections through the plat (particularly through the parkland area). Brian Munson replied that trail easements will be provided, consistent with the NDP's recommended street connections.

Mike Rewey said that the pedestrian facilities are not shown on the map. He also said that all pedestrian paths should be bicycle paths. He said that the future school site should have a paved bicycle path, and that every red line on the Master Plan map (generally through parkland and greenspace) should be a paved bicycle path.

Brian Munson said that the park area include both an east-west and a north-south path through the park, and that the City Parks Division found that to be acceptable. Mike Rewey said that the transportation component of these paths need to be considered, not just the recreational aspects of them. He added that the paths need not be ADA accessible if they are bicycle paths. And, Rewey said that this could be accomplished with no impact on the oak trees in the park. He said that good transportation could be provided and the trees preserved. Ald. Tim Gruber said that he would defer judgment to the Parks Division, if they felt that gravel was appropriate.

Ald. Robbie Webber said that the east-west connections in the plat are good, but that the north-south connections are problematic. She said that young riders, in particular, will have challenges and will not want to ride on a busy street like South Point Road (rather, they will try to ride on sidewalks which is not safe). She suggested a better north-south connection through the park, connecting Carmel Leaf Drive with Tawny Acorn Drive. Bob Schaefer suggested that an easement along South Point Road could be provided for a bicycle path.

In terms of this plat and all peripheral development in this area, Ald. Webber said that a transit phasing plan is needed and that people need to know when transit service will become available. Ald. Satya Rhodes-Conway agreed that there is a need for such a plan, but that funding the service will be a major challenge in the current financial environment. Ald. Tim Gruber felt that transit service should be planned out for this area, particularly if the density of the neighborhood is high enough to support it. Bob Schaefer agreed that transit service should be in place before people move into the neighborhood, or else the neighborhood will fill up with people that are auto-dependent.

Ald. Satya Rhodes-Conway/Ald. Tim Gruber then submitted a motion to recommend approval of File ID 10225.

Ald. Robbie Webber/Michael Basford submitted a motion to amend the recommended approval: "The LRTPC recommends that an all-weather, north-south bicycle/pedestrian path connection be constructed, at some location between the center and the east side of the park. The LRTPC further recommends that all red dashed lines located on the 1000 Oaks Neighborhood Master Plan map be considered as all-weather bicycle/pedestrian paths, unless deemed inappropriate by a City Staff team (collaboration of City Engineering, Parks Division and Traffic Engineering)."

Don Esposito said that he has no problem with the City Parks Division constructing east-west and north-south paths through the park. Ald. Paul Skidmore said that he supports the original plat, but that some tweaking of the paths through the park would be acceptable. Ald. Tim Gruber felt that the Parks Division would be in the best position to decide on how the oak trees should be preserved in the park area.

Ald. Robbie Webber said that it is important to address the transportation issue

pertaining to the north-south connection of the park path. She also said that a detailed transit phasing plan should be developed for this area. Ald. Skidmore said that the City should be required to do this, and that the developer has done what they are expected to with the development of this plat.

The amendment to the main motion, as submitted by Ald. Robbie Webber/Michael Basford, passed 6-1 (with Ald. Tim Gruber voting "no"). The main motion to recommend approval of File ID 10225, as amended and submitted by Ald. Satya Rhodes-Conway/Ald. Tim Gruber, passed unanimously (7-0).

5 09179

**LRTPC PROCEDURE TO REVIEW AND COMMENT ON MADISON
TRANSPORTATION PROJECTS (*TO BE INCLUDED IN THE MPO'S
TRANSPORTATION IMPROVEMENT PROGRAM*): DISCUSSION BY
COMMISSION MEMBERS**

Chair Mark Shahan asked Commission members for ideas on how the LRTPC might review City transportation projects differently.

David Trowbridge pointed out that the LRTPC reviews projects much earlier than they had in the past, and that City Engineering staff have been presenting projects in February of each year - several months before they are submitted to the MPO for inclusion into the Transportation Improvement Program (TIP). He added that the Commission typically provides numerous comments on projects, as occurred this past February. Trowbridge pointed out that City Engineering staff take many issues into consideration as they determine which projects move forward in any given year (such as the pavement condition, need for utility work, traffic safety/congestion, requests of neighboring municipalities, neighborhood development plan activity, not having too many projects on one side of the City affecting parallel transportation corridors, etc.).

Mike Rewey said that the City's TIP project review process is much better than it had been in the past. Bob Schaefer said that he would appreciate a progress report on how the projects have changed (or were not able to be changed) as a result of the comments provided by the Commission in February. Chair Mark Shahan agreed, noting that it would be useful for City Engineering staff to come to a meeting of the LRTPC some time in June or July, to report on how the projects have been modified.

Ald. Satya Rhodes-Conway agreed that a mid-range report in late spring or early summer would be more helpful, in place of City Engineering coming in Fall when the draft TIP has already been developed. David Trowbridge said that he would ask City Engineering to do this.

6 08484

**INFORMATION AND ANNOUNCEMENTS BY CHAIR AND
COMMISSION MEMBERS**

- Note: No Discussion of Specific Items

David Trowbridge pointed out that he is moving toward electronic submittal of LRTPC meeting materials, as opposed to mailing of hard copies. He said that some members may wish to continue receiving hard copies and he would do



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100

215 Martin Luther King, Jr. Boulevard

P.O. Box 2986

Madison, Wisconsin 53701-2986

PH 608 266 4761

TTY 866-704-2315

FAX 608 267 1158

May 22, 2008

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer and Parking Manager

SUBJECT: **702 South Point Road – Rezoning – Temp A to R2T, R2Y, R2Z, C, R5, And PUD (GDP) – 287 Residential Lot Development**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The developer will need to demonstrate/provide how private streetlights will be installed and maintained in the public alleys. The PUD (GDP) for both "Lighting" and "Street Lighting" shall provide the following note in the Zoning Text: "The City will not install lighting in the alleys, but the developer or property owners may request the City to approve a private light(s) in the alley right-of-way. Such private light(s) to be operated and maintained by private interests."

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

2. Prior to approval, the applicant shall prepare and provide a master ped-bike plan for the plat that is consistent with the City's area wide plans and the rezoning and plat's specific provisions, to be reviewed and approved by the Traffic Engineer. The applicant may need to modify the right-of-way to accommodate the ped-bike plan.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

3. None

Please contact John Leach, City Traffic Engineering at 267-8755 if you have questions regarding the above items:

Contact Person: Brian Munson or Chris Landerud

Fax: 255-0814

Email: bmunson@vandewalle.com

DCD: DJM: dm



Traffic Engineering and Parking Divisions

David C. Dryer, P.E., City Traffic Engineer and Parking Manager

Suite 100

215 Martin Luther King, Jr. Boulevard

P.O. Box 2986

Madison, Wisconsin 53701-2986

PH 608 266 4761

TTY 866-704-2315

FAX 608 267 1158

May 22, 2008

TO: Plan Commission

FROM: David C. Dryer, P.E., City Traffic Engineer and Parking Manager

SUBJECT: **604 & 702 South Point Road – Preliminary and Final Plat- 1000 Oaks – Middleton Sec. 28**

The City Traffic Engineering Division has reviewed the subject development and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. The Developer shall put the following note on the face of the plat: "ALL THE LOTS WITHIN THIS SUBDIVISION ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT (S)." Note: The final sign-off may be delayed until the transportation impact fees are negotiated or approved by the Council.
2. The developer will need to demonstrate/provide how private streetlights will be installed and maintained in the public alleys. The plat shall provide the following note on the face of the plat: "The City will not install lighting in the alleys, but the developer or property owners may request the City to approve a private light(s) in the alley right-of-way. Such private light(s) to be operated and maintained by private interests."

PEDESTRIAN AND BICYCLE TRANSPORTATION REVIEW COMMENTS

3. Prior to approval, the applicant shall prepare and provide a master ped-bike plan for the plat that is consistent with the City's area wide plans and the plat's specific provisions, to be reviewed and approved by the Traffic Engineer. The applicant may need to modify the right-of-way to accommodate the ped-bike plan.

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

4. The applicant shall execute and return the attached declaration of conditions and covenants for streetlights & traffic signals prior to sign off. The applicant will need to provide a deposit for their reasonable and proportionate share of traffic signal costs.

5. Utility easements shall be provided as follows:

6. The applicant shall show a detail drawing of the 12 ft. utility easement dimensions and lot lines on the face of the plat.
7. Public signing and marking related to the development may be required by the City Traffic Engineer for which the developer shall be financially responsible.

Please contact Dan J. McCormick, P.E., City Traffic Engineering at 266-4761 if you have questions regarding the above items.

Contact Person: Wayne Barsness
Fax: 833-1089
Email: wbarsness@donofrio.cc

DCD;DJM;dm



CITY OF MADISON FIRE DEPARTMENT

Fire Prevention Division
325 W. Johnson St., Madison, WI 53703-2295
Phone: 608-266-4484 • FAX: 608-267-1153

DATE: May 27, 2008
TO: Plan Commission
FROM: Edwin J. Ruckriegel, Fire Marshal
SUBJECT: 702 South Point Road

The City of Madison Fire Department (MFD) has reviewed the subject development and has the following comments:

MAJOR OR NON-STANDARD REVIEW COMMENTS (Comments which are special to the project and/or may require additional work beyond a standard, more routine project.)

1. None

GENERAL OR STANDARD REVIEW COMMENTS

In addition, we offer the following General or Standard Review Comments:

2. Per MGO 34.19, 34.20 and IFC 503.2.5:
 - a. A fire apparatus access road that is longer than 150-feet shall terminate in a turnaround. Provide an approved turnaround (cul-de-sac, 45 degree wye, 90 degree tee) at the end of the fire apparatus access road. This turnaround shall be constructed of concrete or asphalt only, and designed to support a minimum load of 80,000 lbs.
 - b. All portions of the exterior walls of newly constructed one- and two-family dwellings shall be within 500-feet of at least one fire hydrant. Distances are measured along the path **traveled by the fire truck as the hose lays off the truck**. See MGO 34.20 for additional information.

Please contact Scott Strassburg, New Construction Inspector at 608-261-9843 if you have questions regarding the above items.

cc: Bill Sullivan



Department of Public Works
Parks Division

City-County Building, Room 104
210 Martin Luther King, Jr. Boulevard
P.O. Box 2987
Madison, Wisconsin 53701-2987
PH: 608 266 4711
TTY/Textnet: 866 704 2315
FAX: 608 267 1162

May 19, 2008

TO: Plan Commission
FROM: Simon Widstrand, Parks Development Manager
SUBJECT: 1000 Oaks Final Plat

S.W.

1. The woodland will be accepted as park dedication. Total dedication required is approximately 14 acres. There is potential for significant credit to the developer for park dedication and improvements.
2. Park Development Fees for the Veridian lots south of Watts Road total \$245,809.65 before credit deductions. The developer shall select a payment method prior to plat signoff.
3. Additional park development fees for the multifamily units in separate ownership on lots 1- 3 shall be calculated and paid at the time of PUD-SIP approval.
4. The triangle behind lots 155-157 is problematic as hidden park space. That land should be included in the three lots.
5. The park will become the primary corridor for the regional bike path. The potential trail routes and feasibility for a trail underpass of South Point Road should be evaluated as part of the plat grading design. The drainage corridor should be used for pedestrian trails. A bike path easement shall also be provided along the north boundary of lot 1.
6. The developer shall provide a tree inventory and assessment to identify any significant disease issues, to ensure protection of trees at the woodland edge adjacent to developed lots, to identify trail corridors and park development locations. Surveyed locations will be required for trees in some areas adjacent to proposed construction. Coordination with the developer will also be required to ensure that fencing of the woodland property lines occurs as part of the development process.
7. Utility easements shall not be allowed across parkland without prior approval of the Parks Division.

Approval of plans for this project does not include any approval to prune, remove or plant trees in the public right-of-way. Permission for such activities must be obtained from the City Forester, 266-4816.

Please contact Simon Widstrand at 266-4714 or swidstrand@cityofmadison.com if you have questions regarding the above items.

11-13

Park Impact Fees Parkland impact fees and park development impact fees shall be paid for this project. Payment checks shall be payable to the City of Madison Treasurer. All questions, payments and deliveries shall be made to the office of the Madison Parks Division. Prior to City signoff on this project, the developer shall select one of the following options for paying these fees:

1. Payment of all fees in a lump sum prior to City signoff on the project.
2. When fees exceed \$20,000, the developer may pay half the fees and provide a two-year letter of credit at no interest for the remaining half of the fees, both prior to City signoff.
3. When fees exceed \$50,000 for plats being built with phased subdivision improvement contracts, the developer may pay the fees due for the number of units in each contract phase, paid at the time of contract execution, and at the fee rates then in effect. Under this option, the fees shall be calculated and prorated to each lot on the development, and the developer shall record a notice of the outstanding impact fees for each lot prior to receiving City signoff for the project.
4. The Developer has elected to defer the payments until such time as the building permits are applied for, in which case the owner(s) shall have fourteen (14) days after receiving the invoices to pay the outstanding impact fees. The following shall be required prior to plat sign off:
 - a) The Developer shall supply an Excel spreadsheet with lot numbers, lot areas, and number of dwelling units per lot. The Developer shall supply a Cadd file of the proposed FINAL plat, in a format compatible with Microstation J. This information shall be required to calculate the Impact Fees, which will then be recorded at the Register of Deeds against each lot in the subdivision.
 - b) All information shall transmitted to Janet Dailey by e-mail at Jdailey@cityofmadison.com, or on a CD to:

Janet Dailey
City of Madison Engineering Division
210 Martin Luther King Jr. Blvd
Room 115
Madison, WI 53703
 - c) A minimum of three (3) weeks shall be required for staff to calculate the Impact Fees and record the documents prior to plat sign-off.
 - d) The Developer shall put the following note on the face of the plat, certified survey map and PUD signoff plan: **ALL THE LOTS / BUILDINGS WITHIN THIS SUBDIVISION / DEVELOPMENT PLAN ARE SUBJECT TO IMPACT FEES THAT ARE DUE AND PAYABLE WITHIN FOURTEEN DAYS OF THE ISSUANCE OF BUILDING PERMIT(S).**

2008 PARK DEDICATION AND FEES

Park Development Impact Fee:

SF single family or duplex unit **\$862.49**

MF multifamily unit **\$554.45**

E-SRO elderly or rooming house unit **\$277.23**

Fee in Lieu of Dedication is based on current property values up to a maximum. The **maximum** rate for fee in lieu of dedication increases 5%, from \$1.8232593 (rounded to \$1.82 for 2007) to \$1.9144222 (rounded to **\$1.91** for 2008).

Max fee in lieu per unit: SF = 1100 sq.ft. @ \$1.91 = \$2101.

MF = 700 sq.ft. @ \$1.91 = \$1337.

E-SRO = 350 sq.ft. @ \$1.91 = \$ 668.50.

Date: April 21, 2008

To: The Plan Commission

From: Larry D. Nelson P.E., Interim General Manager

Subject: FINAL PLAT, PRELIMINARY PLAT – 1000 Oaks Plat

The Madison Water Utility has reviewed this proposed final plat and preliminary plat, and has the following comments.

MAJOR OR NON-STANDARD REVIEW COMMENTS

Water main on South Point Road may be installed either by private contract, or by standard City of Madison Assessment Reimbursement Agreement.

GENERAL OR STANDARD REVIEW COMMENTS

All public water mains and water service laterals within the plat shall be installed by standard City of Madison Subdivision Contract.

All wells located on this property shall be abandoned if no valid well operation permit has been obtained from the Madison Water Utility.

This property is not in a Wellhead Protection District.

Final plans shall be submitted to City Engineering (Janet Dailey) for verification of compliance with these comments.

The Water Utility will not need to sign off the final plans, but will need a copy of the approved plans.

Larry D. Nelson, P.E.

cc: Janet Dailey